3: Hiscocks G-4, 5 (1946-1949) 1953 EK1 Austria EK1

Government was obliged to spend approximately 150 million schillings a year on maintaining them.

The Austrian economy under the Nazis had been geared to make a maximum contribution to the war effort. When the War ended, the whole structure collapsed. Factories that had been converted to war production at great expense needed even more spent on them in many cases to fit them for peace-time production. As this situation was common throughout the world and industrial equipment and machine-tools were in very short supply, the process of reconversion could only be carried out slowly and at a high cost. Those industries that served a purely peaceful purpose had been very largely neglected during the War. Much of their equipment and machinery was worn-out and old-fashioned, and the process of replacement involved the same difficulties as the reconversion of war industries.

The railways provide an example of the kind of problem with which Austria was faced. Over a third of the total track mileage was out of action owing to war damage, and nearly 400 bridges had been destroyed. At the same time, the greater part of the locomotives and rolling-stock that were still available were due by pre-War standards for renewal.

A good indication of the War's effect on the Austrian economy is given by the estimated figures for 1946. When the year opened, the country had already had eight months in which to recover from actual hostilities, so the figures represented an injury of more than passing significance that could not be attributed solely to the results of the fighting or to the administrative breakdown that accompanied the German defeat. The total gross national production in 1946 was approximately 45 per cent of the 1937 figure. Agriculture reached only about 50 per cent and industry only 43 per cent of the amounts produced in 1937, while foreign trade was only about 8 per cent of the 1937 total. Of this modest aggregate production it has been conservatively estimated that some 30 per cent was required to meet the needs of the occupying Powers.

3: Hiscocks G-4, 5 (1946-1949) 1953 EK1 Austria EK1

With the help of counterpart funds the war damage suffered by the Austrian railways had practically been made good by the end of 1949. Steady progress was also made with the programme of electrification. By December 1952 the electrification of the main line between Vienna and the Vorarlberg was complete, and 22 per cent of Austria's whole railway system, or about 1,350 kilometres of track, had been electrified. During 1951 receipts for international transit services carried out by the railways covered 6·8 per cent of the country's total trade deficit (including imports under ERP).[1]

The tourist industry recovered rapidly with ERP assistance and the return of more normal conditions. In 1951 Austria was visited by about 1,200,000 foreigners, and the number of nights spent in the country by foreign tourists rose to 5,712,023 from 920,555 in 1948. The increase continued the folllowing year. The industry was stimulated considerably in the summer of 1951, by the decision of the Western Allies, in conjunction with the Austrian Government, to allow the entry of Germans into Austria from the West German Republic without special documentation. As a result, West Germany provided by far the most tourists in 1951, and it was followed by Britain, Italy, Switzerland, and France. Interesting developments about the same time were the increasing number of visitors from the West to Vienna and resorts in the Russian zone and the rise in the number of tourists from Yugoslavia.

Although the total volume of foreign tourists measured in numbers and length of stay amounted in the tourist year 1951–2 to about 93 per cent of the 1937 figure, the total earnings in foreign exchange were about $22·5 million, compared with $41·1 million in 1937, when the real value of the dollar was about twice as much. The industry thus covered only 19 per cent of the country's total trade deficit compared with 80 per cent in 1936–7. This unfavourable disproportion in receipts was due partly to a change in the type of tourist,

[1] The deficit in Austria's balance of trade in 1951 was:—

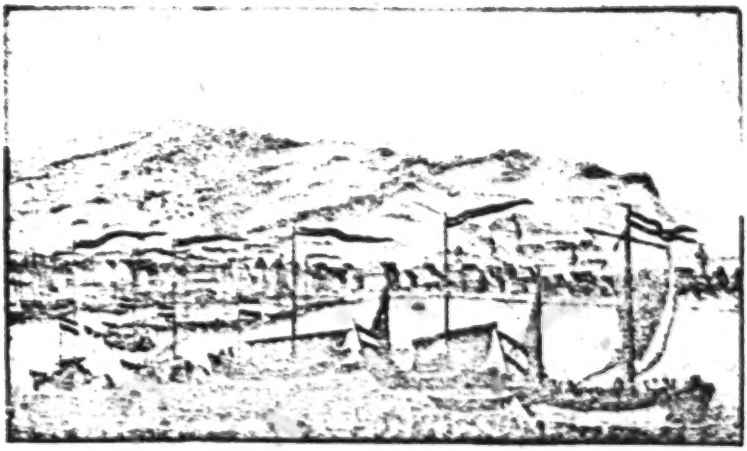
4,392,425,000 schillings (ERP included),
1,649,723,000 schillings (ERP excluded).

f) Investments for the federal railways and the post and telegraph service. 655 [496]

The Austrian federal railways received 210 million schillings in 1950 to carry out planned investments. Especially mentioned should be: the Semmering tunnel financed in 1950 by ERP counterpart funds, the Prebichl tunnel, the Tauern tunnel, the Danube bridges at Tulin and Krems, the Inn bridge in Brixlegg and the Nordwestbahn bridge in Vienna. These high allocations to the federal railway system were necessary to enable the whole transport system, which was heavily damaged by war action and dismantling, to keep pace with the recovery of the national economy. Gradual renovation of the rolling stock, restoration of road beds and tracks, building of bridges, installations for freight, repair of railway shops and track installations (such as signal houses, etc.) were necessary to fulfill the requirements of the economy.

The same consideration holds true for the Austrian post and telegraph administration, which received 60 million schillings from counterpart funds in 1950 and for which another 15 million schillings were reserved by the December grant. The postal system was able to carry out most of its projected plans. In particular, the transfer of the planned coaxial cable was accomplished. Damaged district cables were changed or transferred in the course of installing the automatic telephone system. Various automatic telephone central offices were enlarged and two new trunk exchanges built. [205] [206]

000



Bregenz in 1799.

361 131 BREGENZ AND LAKE CONSTANCE. Old and venerable Bregenz, Austria's gateway to the West, has maintained its leading position in the life of Vorarlberg throughout the centuries and today it is still the capital. It has been favoured in its situation. On one side it nestles beneath the protecting spurs of the Northern Alps; on the other it stands astride the route which traffic has followed from the earliest times along the banks of the Rhine, one of the natural highways of Europe. These factors have made of it a little town with a charm which is all its own. Its strategic importance was proved again and again during the chaos of barbarian invasion by the Saracens or from the East, during the quarrels of feudal overlords and the inroads of the Appenzell folk and the Thirty Years' War. These have left marks on its countenance which, do it honour and give it a claim on one's respect. These lines are not the wrinkles of age, but an indication that the spirit behind them has learnt how to overcome adversity and to pursue a settled course with courage and consistency.

Modern Bregenz is once again proving by its actions the existence of this driving spirit. It is fully aware of its importance as Austria's open gateway to the West, and from this realisation has come the strength to begin reconstruction, which in view of the Motherland's difficult position after the second destructive world-war is doubly important.

133 361 496 The cable railway which leads straight from the town to the commanding heights of the Pfänder reveals that the attraction of Bregenz lies not only

133
361
[496]

IT ALL BEGAN WITH THE FLOOD

When Noah first set foot from the ark on dry land, he found himself not on Mount Ararat, as is generally believed, but in Vorarlberg, at the summit of the Widderstein. It is true that the venerable mountain mentioned in the Old Testament is not the only one which claims to have been the landing place of the Ark after the flood. But the attempts of other places to steal the glory of having been the second cradle of mankind must be disregarded in view of the claims which Vorarlberg can advance. When the first ascent of the Widderstein was made, remains of the bulwarks of the Ark — or at least of some of them — were still lying on the summit. This discovery, the Vorarlberg people claim, of course put an end for all time to the controversy as to which country Noah first set foot on. 133 *The second patriarch of the human race was thus the first inhabitant of Vorarlberg.*

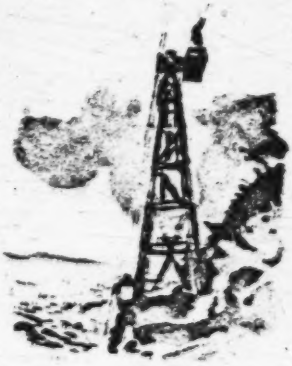
Alas that efforts to continue the history of Vorarlberg from this point onwards should oblige one to admit that the descendants of the Old Testament here must have remained unalphabetic through several thousands of years, at least until the birth of Christ, for they have left to posterity no record that they ever existed.

Otherwise, Vorarlberg's first inhabitants seem to have known a very elementary form of civilisation. There are few traces of their activities, other than a few primitive hearths sheltered behind rough walls. Much ingenuity was called for to find even these.

In fact, the first tidings of Vorarlberg come to us from one of the many branches of the family of Noah, those who called themselves Romans. They selected the fifteenth year after the Emperor Augustus ascended the in its historic importance and cultural activity, but also in its geographical position. This overhead railway is one of the oldest and most popular in Austria. Certainly the view from the Pfänder over Lake Constance and the Swabian Plain which lie below, spread out like a map framed by the Swiss and Vorarlberg mountains, can hardly find its equal. And the lake itself! In its manifold beauty, whether it presents a limpid surface ruffled by tiny sparkling waves which caress the swimmer, or some masterpiece of colouring by nature which takes one's breath away, with the tinted curtains of the sunset changing from minute to minute, or the threat and fury of unleashed elements, lies a magic attraction from which few are immune and which tempt the poet to take up his pen in their praise.

THE AUSTRIAN GEOGRAPHY OF THE RHINE. As the whole world knows, the question of the left bank of the Rhine has been the starting point of many bloody European wars, even of the world wars.

Strange how the most complex questions change their whole character when treated in Austrian fashion. The left bank of the Rhine! Who knows that Austria possesses a left bank of the Rhine, or that the river is crossed by two Austrian bridges? That the Vorarlberg parishes of Höchst, Fussach and Rheinau belong to the left bank? (It may be



529
526

Old Montafon National Costume (Woman).

"White Art" was developed and cultivated is the Arlberg, which takes its name from the pass which was well-known as a connecting-link between Tyrol and Vorarlberg even in mediaeval times.

The name Arlberg is a magic word which arouses echoes in the heart of every skier, of whom there are hundreds of thousands today. There is scarcely another part of Europe which satisfies so many demands of modern ski-ing as this mountain-world on the borders of Tyrol and Vorarlberg. It gave its name to a well-known ski-ing style, and the name of Hannes Schneider is inseparably connected with the conception of ski-ing. You will quickly get an inkling of the Arlberg district's meaning for the sporting side of modern ski-ing if, at the end of winter, you glance down the lists of winners of the great international races; again and again you find Arlberg names at the head of them. The importance of the Arlberg from a ski-ing as well as from a tourist point of view will be understood and never forgotten by anyone who has ever spent a week there at the height of the season.

[496] The line of approach to this eldorado of the "White Art" is the Arlberg railway, which ascends from the Vorarlberg side of Bludenz in daring curves, overcoming the natural barriers of the narrow Klostertal by many a viaduct and tunnel to reach Langen-on-the-Arlberg, nearly 4000 feet above sea level.

On arriving in Langen one is at once confronted by a scene of activity. Motor-sleighs and innumerable horse-drawn sleighs, vast piles of luggage and a crowd of shouting and excitedly gesticulating people—a gathering of many nations—fill the square in front of the station. Within a few minutes this confusion resolves itself into an orderly line of vehicles which sets out over the Arlbergstrasse and Flexenstrasse with a rattling and tinkling of bells towards Stuben, Zürs and Lech, [491] well-known winter-sport resorts. The drive over the Flexenstrasse, especially in winter, is an unforgettable experience. No one can fail to be impressed by the manner in which this important highroad has been built in defiance of natural obstacles, with a vast expenditure of time and money, but with a due regard for the beauties of nature.

The less attractive the Arlberg scenery around Zürs is in summer, the more appeal the treeless white slopes have in winter when they are softly blanketted

[496] 133 Within half-an-hour the cabin of the cable-railway swings one up from a height of over 1700 feet to well over 7000 feet, to the Hafelekar, whence one gets a fine view of the mountains of the wild Karwendel range. But one cannot see as far as the heart of the Karwendel, to the mysterious and death-haunted Ahornboden. In one hour the cable railway lands the visitor amid the extensive pine-woods on the Patscherkofel, opposite the Stubaier Ferner (glacier). In half a day one can reach the Stubai Alps and the glaciers of the Ötztal and Zillertal. Three hours by road or rail take one over the Brenner, in the south, to Bozen and Meran. It is from this neighbouring other-world that the Föhn, the heady south wind, streams [243] into the Province of Tyrol. Its burning breath does the maizecobs to a turn even in autumn. The maize stocks are left standing in the harvested fields of the Innsbruck valley until late in the year, while the reddish gold and brown cobs lend the splendours of their colouring to the gable walls beneath the protecting eaves of the peasants' homes.

The immediate surroundings of Innsbruck exhausted, a short train journey of one to three hours will present the traveller with new and attractive beauty-centres: the dark Achen Lake, set amidst steep and gloomily-romantic cliffs, the little fortress of Kufstein with its giant organ whose thunderous pipes are audible from afar and its imposing background of the many-peaked Kaisergebirge, the smiling and sunny surroundings of Kitzbühel with its mountain pastures and ski-ing areas. Or one may go further up the Inn Valley to the glacier world of the Urgebirge Valleys as far as the Paznauntal which ends so impressively below the Trisanna Bridge and Wiesberg Castle, to the sun-bathed townships of Imst and Landeck. Still further [496] on lies the world-famous Arlberg and the Fernpass with its lakes. There is distant Ausserfern with the Plansee and the bizarre chalk mountains of the Lechtal and the Zugspitz mountain with its rack-and-pinion railway.

133 *frontiers of the Provinces proving an insurmountable barrier. In 1918 South Serbia laid claim to Carinthian territory and foreign troops soon invaded a country which had collapsed after four years of war. But the Carinthians stood firm in loyalty to the Motherland, and the Provinces emerged intact from the defensive battles of the year 1919 and the plebiscite of 1920. The inflexible patriotism of its people had triumphed. History repeated itself after the second World War in which Austria was involved. The old saying "Carinthia free and undivided" will be bequeathed by the present sorely-tried generation to its sons, as an inheritance which is part of the very existence of the Province.*

[629]

WHAT THE PEOPLE ARE LIKE

Anthropologically there are two main races clearly traceable in Carinthia: a blond, tall, long-skulled type and a dark, tall, long-faced but short-skulled type. Both types are about equally prevalent. The eastern type of man, smaller, with a broader skull and darker skin, is less frequently met with. Here and there in many places there are isolated traces of a Mongol race, revealed by the characteristically wrinkled eyelid and the position of the eye. It is typical of Carinthia that none of these traits indicates a national division. They result from centuries of constant racial intermingling, being found quite as frequently among the German-speaking as among the Slovene inhabitants of the Province. It seems that the original Celtic peasant inhabitants gradually mixed with Germanic, Slovenic and other elements which penetrated the Province as the result of colonisation, wars and the expeditions of merchant caravans.

[532]

[476]

[137]

Living in this area marked out by its natural boundaries, these peoples, aided by the effects of common conditions of life and progressive intermarriage, gradually developed into that Austrian-

lies the picturesque Weissensee, the only alpine lake which can boast of a bridge. The Gailberg offers a way over this mountain range connecting the towns of Kötschach and Oberdrauburg. A second road leads over the Kreuzberg between Hermagor in the Gail Valley and Greifenburg in the Drau Valley. Where the two broad river valleys meet lies Villach, on the extensive mountain plateau of the Dobratsch which has been given the name of "Carinthian Rigi" on account of the wonderful view from it. The acrothermal baths and the valuable metals won from the Bleiberger Erzberge are some compensation for the devastation caused by landslides in the dawn of history on the south side of the Dobratsch. The wierd scenery must be in part the reason why a famous colony of painters has settled in these parts, in the village of Nötsch. Among them are such well-known artists as Franz Wiegele, Arnold Clemenschitsch, Kolig senior and Herbert Boeckl, as well as Anton Mahringer and Raimund Kalcher.

Only south of the Gail Valley and of the lower reaches of the Drau is the wild character of the frontier mountains fully apparent. The wall of the Carinthian-Julian Alps stretches from Tyrol to the Gailitz Gorge through which passes the railway-line to Italy. In the Monte Coglians it attains a height of 9000 feet. It has a single negotiable pass—a military road even in Roman times—at Plöcken. The crests of the ranges tower upwards in pyramids or sheer walls of rock in a bewildering variety of forms, differing according to their height and the type of stone. Dense beech woods alternate with open fields, the meadows of the Gartnerkofel reflect the majestic violet blossoms of the Wulfenia. The Wolayersee reflects an impressive view of the surrounding country.

of peasant labour and civic industry, the wine carriers from Hungary and the lowlands bringing greetings from far-off lands. Occasionally great nobles who broke their journeys had brought the exciting atmosphere of the big world. Like shafts of lightning historical moments lit up this forest-hidden land when the Turks came to trouble even the lonely vicarage on the Pack, or later, when the French marched in via Eibiswald and Preßing. After the modest deposits of iron ore had been exhausted, the valuable timber caught the eye of the iron-masters. The streams drove the wheels of the hammers in the scythe workshops. The manor house to which one of the largest, the Tunner-hammer, belonged, still stands today amidst the smoke and noise of the colliery. Ever since Archduke Johann drew up with his own hands the plans for the construction of the railway line from Graz to Köflach in the fifties of the last century, and had them put into effect despite obstinate opposition, West Styria has become more aware of the vigorous life of modern times.

EAST STYRIA. Four main roads give access from the chief town to the rich fruit-bearing country of East Styria. Around this territory winds the River Mur, sweeping southwards from the sharp angle it makes at Bruck, and then eastwards to leave Austria at Radkersburg, forming a living barrier along the boundaries of East Styria.

The white ribbon of the first road runs past Maria Trost, climbing the hill within view of the massive Schöckel, descending to Weiz where it forks, one branch leading to the northern hill country, while the main road runs dead north, right into the heart of Peter Rosegger's "Waldheimat" ("Wooded Homeland"). The second highway is that famous

and appearance of the old town is determined by a mingling of Late Gothic, Lombardian Renaissance and Italian Early Baroque. The well-known double-spiral stairway is a specimen of the extravagances in form of the 15th century. Half a century later the Diet Hall was built, a renaissance building of mature beauty. Within the severe exterior, dominated by massive cornice mouldings, one is surprised by the southern spaciousness of the three-storied arcaded courtyard. A harmoniously blended stairway leads to the banqueting hall. The bronze well in the courtyard is the work of native bronze casting. The adjoining Provincial Armoury, established in 1640, contains the greatest collection of historical armour and weapons in Europe.

The best work of the early baroque period is the tomb of the Emperor Ferdinand II. It was designed as a reminder of the triumph of the Counter-Reformation. The 16th and 17th centuries are responsible for the many arcaded courtyards. It was in the 18th century that the palais and residences of prosperous citizens were built.

SOUTH STYRIA, LAND OF VINEYARDS.

On the mountain tops shine small, white churches and summer bungalows gleam palely among groves and thickets. The shaded side of the mountain slopes are covered with forests, the southern sides bear sunny vineyards. The vines are often trained up poles which are usually the tops of fir trees, planted in the soil so that each vine looks like a well-grown tree. In the leafy vineyards are dozens of rattles, operated by the wind, which chatter at every gust. They are like wooden stars, little ones and big ones, which reflect the sunbeams, lending an unusual charm to the countryside. They give tongue at the least breath of air, their varied and often

Pillau.

iron hammers of Admont Monastery, the iron-bearing rocks affording a meagre existence. Its few houses were not enough to form a village, and it belonged to the parish of Versbühel in the district of Rottenmann. But where the railway lines came to meet and cross, there the noise and bustle of the new life brought new inhabitants, new houses. Workshops and homes grew up amid the ever increasing noise and drifting smoke. In itself no beauty-spot, it is the gateway to a world of high mountains and age-old valley culture, the Ennstal.

To the right following the course of the river runs the Pyhrn railway, which then crosses the valley and disappears into the Bosruck Tunnel behind Ardning, emerging into the open to carry traffic to Linz in Upper Austria.

The track of the other line which leads to Amstetten follows the course of the Enns. From it one sees one picture after another of the ever-changing beauties of nature. The moss which spreads over the valley has in places been torn

133 and raftsmen, leaving Altenmarkt behind it, the Enns, today the favourite torrent for adventurous souls in collapsible boats, flows across the frontier into Upper Austria.

[496] From Selzthal the railway runs upstream along the left bank of the Enns to Radstadt and Bischofshofen in the province of Salzburg. All along its course northwards stands a chain of the characteristic peaks of the Kalkalpen in exciting divergency—Hochmölbing, Totes Gebirge, Hochtausing, Grimming, Stoderzinken and the lower flanks of the massive Dachstein. Different again, less wild, but as unique in their own way, are the forested subalpine hills which run off here to the left. Behind them lies the wilderness of the Niedere Tauern with their many lakes.

361 [458] Liezen at the northern edge of the valley, mention of which occurs in documents of 900 years ago, was the most important transport junction before the railway came into being. Trade and barter brought prosperity from the salt carriers and the traders who arrived by way of the Pyhrnstrasse. The growth of the neighbouring town of Selzthal has brought losses to the former roadside settlement, but the persevering inhabitants have found other means of livelihood and today its flourishing industries have raised Liezen to the status of a town.

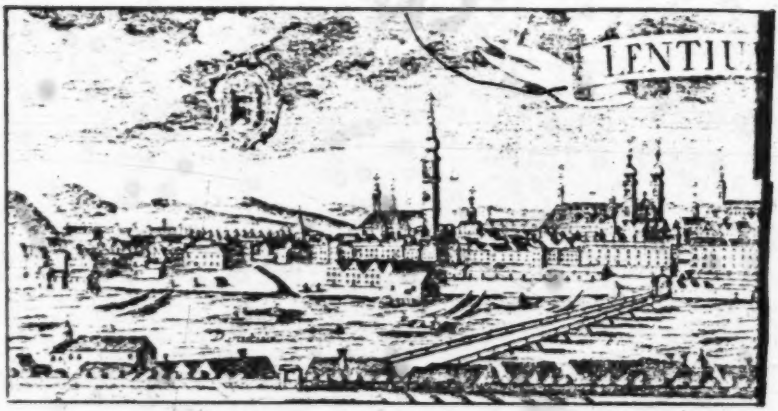
[529] Wörschach, a pleasant and peaceful spot at the entrance to a gorge, attracts from afar holiday visitors and health seekers year after year to the healing springs of its radio-active sulphur baths. Mountaineers and ski-ers climb from here into the mountain world of Hochmölbing, Warschenegg and Hochtausing, the climber often finding summer conditions on the verdant heights of the Schneehitzalm and the Bärenfeuchten between the numerous herdsmen's huts. The mere pedestrian crosses the Taschnermoos within view of the towering Grimming and goes on to the Putterersee by way of Aigen.

[346] From Wörschach the road leads westwards to Niederhofen, whose little gothic church deserves the attention of all lovers of art—and of Styria. This building contains curious tempera paintings from about the year 1500 and three carved altars from the 17th century. According to Ferdinand Tremel, the Styrian historian, we have in it one of the oldest churches of the Enns Valley. In Stainach, to which the junction of the Salzkammergut electric railway and the Bischofshofen—Selzthal line have brought new life and trade, we catch sight of the rocky nest of "in der Pürgg" above. The great gothic church there, noteworthy for its antiquity as well as for its unusually artistic architecture, well earns its local name of "Steyrisches Kripperl" (Styrian Crib). Inns and farmhouses surround it, completely filling the gap in the rocky cliffs.

On the other side of the valley lies Irdning, an impressive market-town whose busy life confers many advantages on the wide mountainous hinterland.

From Liezen onwards one is impressed again and again by a mountain which rises above lower wooded heights like a vast, glittering castle of rock—the Grimming.

000



132 by raging storms. Here an early winter may often come to destroy the harvest, the fruit of bitter toil, and sweep away bridges and footpaths so that neighbour is isolated from neighbour.

361 At such times life is easier in the Upper Austrian towns—for instance, in Freistadt, the former frontier fortification north of Kefermarkt. Round the mediaeval town with its wide, turreted square lies a broad moat. On the wall which once defended the citadel whisper ancient lime-trees, casting their shadows over the children who play beneath them.

● 496 Not far from here runs the line between Linz and Budweis, the first "railway" line constructed on the continent of Europe, which unites the former Crown Lands of Bohemia to Upper Austria. In biedermeier times the citizens of Linz used to make excursions on this railway, travelling far into the country in horse-drawn railway carriages resembling post-coaches. These were in use for 40 years before the horse-drawn was replaced by the steam railway.

133 Up hill, down dale, sometimes in deep valleys, sometimes climbing up to the heights, the Mühlviertel, which has been called, not without reason, the "hunchback"-land, stretches further and further out towards the dim vastness of the Böhmerwald. At the foot of the Dreisesselberg, where Bavaria, Bohemia and Upper Austria meet, rises the broad Mühl from which the district takes its name, its golden-brown waters flowing on to the Prämenstratensian monastery of Schlögl. For many hours one can trace its meanderings through solitary mountain forests, following the sound of the woodsman's axe or the smoke of the charcoal-burners, where the grey wisps 288 float above the lofty crests of the pines. From courtyards and houses come the 248 muffled rhythm of hand-operated spinning wheels. Here flax is grown, spun and bleached.

133 You once stood in May in Wiener Neustadt on the Ungarfeld. There was the rocky wall of the Hohe Wand in the south. The Rosalien range appeared as a light coloured, enticing forest. Eastwards the green pasture-land opened out like a [874] gateway. The two gothic towers of the Theresian Military Academy were an unchanging landmark of the "ever-loyal town".

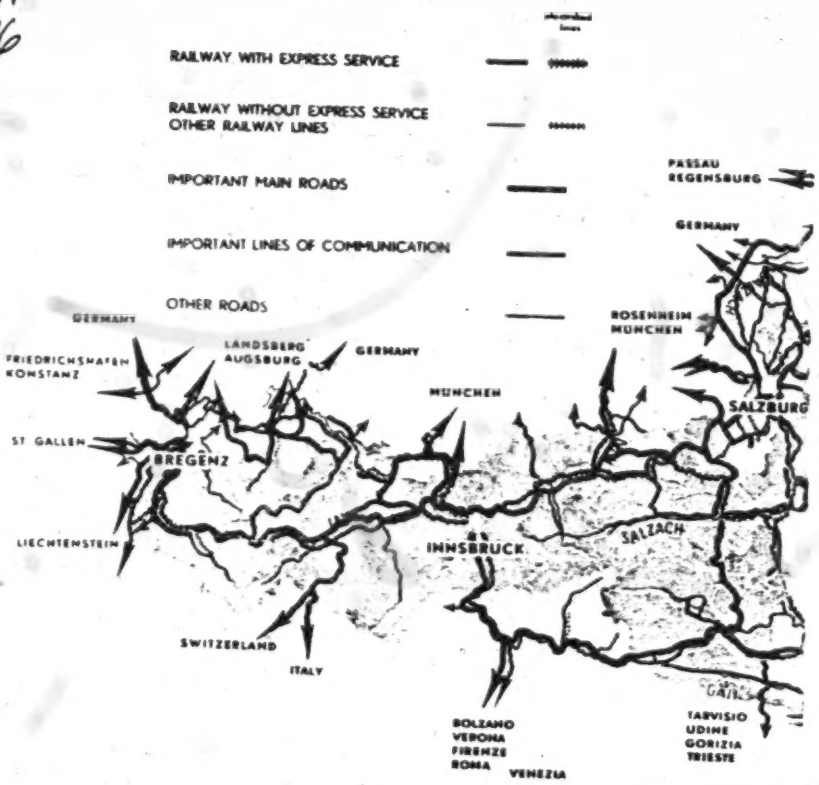
You first drove over the Semmering in time of peace. Then you were able to enjoy yourself quietly and at leisure. Giants must once have played in this area, using as dice the mountains which begin here, wild and majestic. A man of the determination of Karl Ghega was needed to tame this wilderness. He bent the mountains and the deep gorges to his will. His tunnels and viaducts alternate [496] in carrying the railroad to its highest point. The Semmering railway was the first mountain railway of the world which all others used as a model. All the railways of the Andes in South America learned from it.

[132] The Semmering district, in a pocket of warm air above cold and misty valleys, is Lower Austria's show-piece. People from all the world over come here in search of health and peace. The Viennese regard the Semmering, Rax and Schneeberg as their own estates in the Alps. Towards the east the landscape slopes gradually down to the forested knolls of the hill country. In Mönichkirchen the work of Anton Wildgans reached epic status.

IN THE WACHAU DISTRICT. In the first days of creation there may have been some question as to which was the stronger, land or water. In the Wachau, the river triumphed over the mountains, although it has still to follow a course prescribed by the former, as to where it should narrow, should turn, should form bays and inlets; rocks jut out to spur its flanks, hidden granite builds hurdles over which it is forced to leap. Between Melk and Krems nestle a dozen charming villages whose picture lingers long with the wanderers along the banks and the passengers on the Danube steamers. Weissenkirchen lies in the heart of the Wachau district in a sunny position to the south. Old courtyards, arcades, rounded archways and vinecovered houses call for attention. In the small village of Schwallenbach they will show you the old parish church and the "Devil's Wall". The boatmen of the Danube tell the story of its origin. The Devil's grandmother is said to have scoffed regularly at the columns of pilgrims and the ships of the Crusaders, moving the Archfiend one night to try to block the flow of the Danube by building this [172] stout wall. At Willendorf was found the sandstone figure of a "Venus" which archaeologists admire as a relic of matriarchal, pre-historic times. Spitz, a sleepy little Danube town at the foot of the Jauerling should not be overlooked. Backed by the four-square tower of the Hinterhaus ruins, it is in blossom time a fairy garden of pink and white. Standing out against the mountains behind are multi-coloured forests—pale green larches, rust-brown fir trees and dark pines.

491
496

EXPLANATION OF MAP



Road and

Salzkammergut Local Railway.

491
175

building of main roads from Vienna to Brünn, Olmütz, Iglau and Prague was started.

Hand in hand with the construction of a modern network of roads went the development of the mail service. When Napoleon made preparations for the conquest of Europe, the way had quite literally been prepared for him.

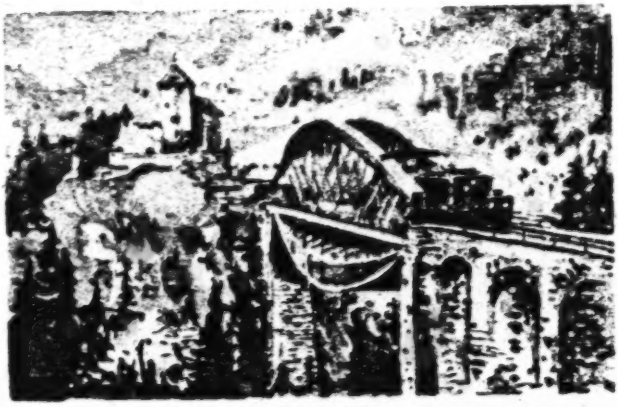
When steam instead of horse power began to make the wheels go round in the 19th century and the first engines crawled puffing through the country—in short, when technical development revolutionized all previous ideas, covering the countryside with a dense network of railway lines, Austria took the lead among continental countries in railroad construction.

In 1837 the first train left Vienna in the direction of Wagram. By 1841 there were already 350 kilometres of railway line in use. The year 1848 saw work started on the daringly planned Semmering Railway, with its succession of tunnels and viaducts, the world's first exciting attempt to build a mountain railway. The Westbahn was built in 1858 and the Ostbahn completed in 1860. Since that time Austria's key position in the transport system of Central Europe has been undisputed. Soon goods trains from Germany, Bohemia and Poland, heavily laden with coal and industrial products of all kinds were rolling between the Brenner and the Semmering on their way over the Alps to the Mediterranean, bringing back in return southern fruits, rice, fish and silk. Southern France and Switzerland sent costly finished products in exchange for grain, cattle fodder and pigs from Galicia, Hungary, Serbia and the Ukraine.

The Arlberg Express has long been the backbone of the European transport system, collecting passengers from the West, from the Channel ports, from Brussels and Paris, from Zurich and Geneva and carrying them down through the gateway of Austria to the Balkans—to Budapest, Bukarest, Belgrade, Sofia, Athens and Constantinople.

For the lover of the beauties of this world a journey through Austria is itself an unforgettable experience. It is difficult to select for mention any of the countless scenic beauties to be seen from the Austrian railways without slighting the rest. There is the Mittenwald line near Innsbruck, the line by which one passes from Salzburg to Carinthia through the Valley of Gastein, the ascent of the Arlberg and the Brenner, the narrow-gauge Salzkammergut local railway, the cross-country connection from Attnang-Puchheim by way of Gmunden, Ischl and Bad Aussee to Selzthal, the Ennstal stretch, the Pyhrn railway, the line through the Styrian mountains, the views from the line which cuts through the mountains to Mariazell and the remunerable mountain and cable railways. Here we must stop, otherwise it will become just

000

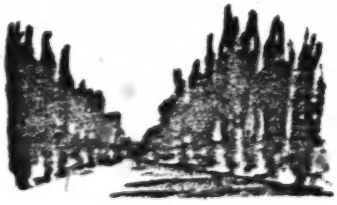


The Trisanna Bridge.

496
491

a matter of remarking from the time-table, for in Austria every rail journey is enchanting.

The scenic beauties which the state railway has missed are covered by a carefully planned network of motor roads, totalling over 70,000 kilometres in length. One name may stand for all the roads over the alps or through mountain passes, along the shores of lakes and by the Danube and through long poplar avenues—the Glocknerstrasse, which climbs up to and penetrates a monstrous world of mighty mountains and glaciers. A motor journey over it brings home Austria's wish to offer of her best to guests from abroad, and wish them to see and enjoy her wonderful countryside.



9: Rothschild E-4, 5 (no date) 1947 EK1 Austria EK1

634
496.
133

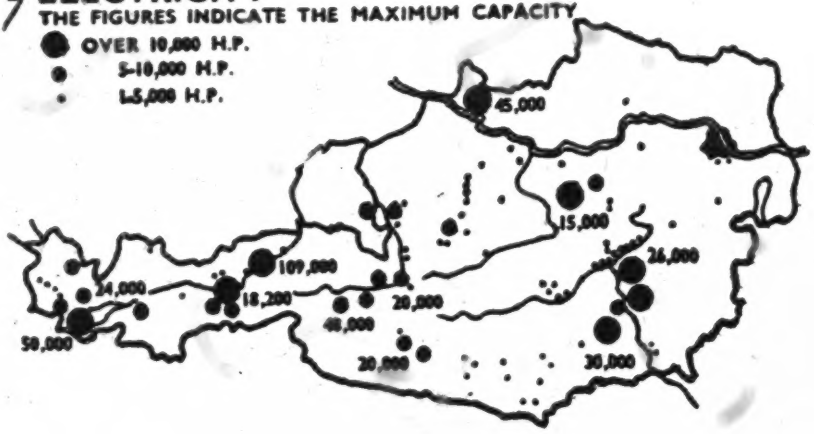
[p. 110]

377

ELECTRICITY

THE FIGURES INDICATE THE MAXIMUM CAPACITY

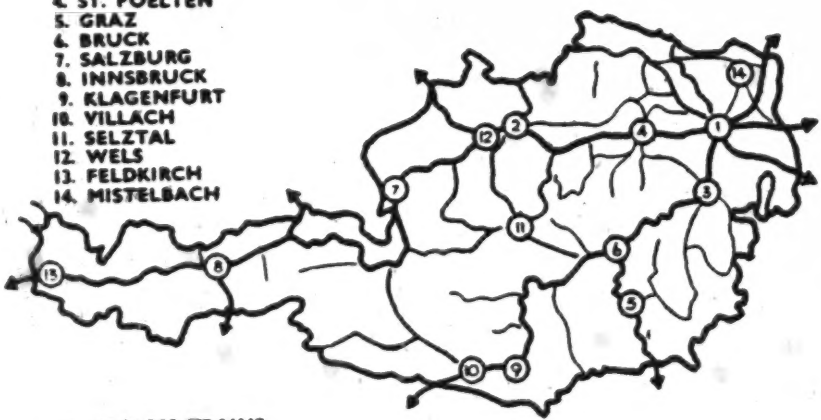
- OVER 10,000 H.P.
- 5-10,000 H.P.
- 1-5,000 H.P.



496

RAILWAYS

1. VIENNA
2. LINZ
3. WR. NEUSTADT
4. ST. POELTEN
5. GRAZ
6. BRUCK
7. SALZBURG
8. INNSBRUCK
9. KLAGENFURT
10. VILLACH
11. SELZTAL
12. WELS
13. FELDKIRCH
14. MISTELBACH



— EXPRESS TRAINS
— FAST TRAINS
— SLOW TRAINS

[p. 112]